

## **COMMITTEE OF THE WHOLE – NOVEMBER 15, 2011**

### **ALL-WAY STOP CONTROL REVIEW ILAN RAMON BOULEVARD AND LINDVEST CRESCENT/ UPPER THORNHILL CENTRE ACCESS WARD 4**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends that:

A By-Law be enacted to install an all-way stop control at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access.

#### **Contribution to Sustainability**

Not Applicable.

#### **Economic Impact**

Sufficient funding for installation of the all-way stop signs and pavement markings (stop bars) has been included in the approved 2011 Operating Budget. The on-going costs to maintain the signs and pavement markings would be incorporated in future year Operating Budgets.

#### **Communications Plan**

Engineering Services staff will advise area residents and the businesses within the Upper Thornhill Centre plaza on the outcome of Council's decision in this matter.

#### **Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access, in response to a resident's request.

#### **Background - Analysis and Options**

Staff carried out a review of the traffic activity at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access.

Ilan Ramon Boulevard is a minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Lindvest Crescent is classified as a local roadway with a 17.5 metre right-of-way and an 8.0 metre pavement width. The intersection of Ilan Ramon Boulevard and Lindvest Crescent is a four-leg intersection with the existing stop controls on Lindvest Crescent and the Upper Thornhill Centre Access. The Upper Thornhill Centre features a variety of uses, including York Central Hospital, a medical clinic, a day care facility and several restaurants. The area is shown in Attachment No.1.

Staff conducted a turning movement count on September 27, 2011 at this intersection. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Staff also reviewed accident records for 2010 and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes      Warranted      112%
- Warrant 2 – Accident Hazard                      Warranted      0%
- Warrant 3 – Sight Restriction                      Warranted      0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. As shown above, existing traffic volumes exceed Warrant #1 requirements. There were no recorded vehicle collisions at this intersection in the past 12 month period. There are no sight restrictions at this intersection. As the information above indicates, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

Residents, business owners within the plaza and customers would benefit from the installation of an all-way stop control. The resident who requested this review has been contacted and is glad that the all-way stop has been recommended.

**Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended all-way stop will improve traffic flow for both drivers and pedestrians at the intersection, thus enhancing community design.

**Regional Implications**

Not Applicable.

**Conclusion**

It is recommended that an all-way stop control be installed at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access, as the minimum requirement of the Provincial Warrant for All-way Stop Control is met.

**Attachments**

1. Location Map

**Report prepared by:**

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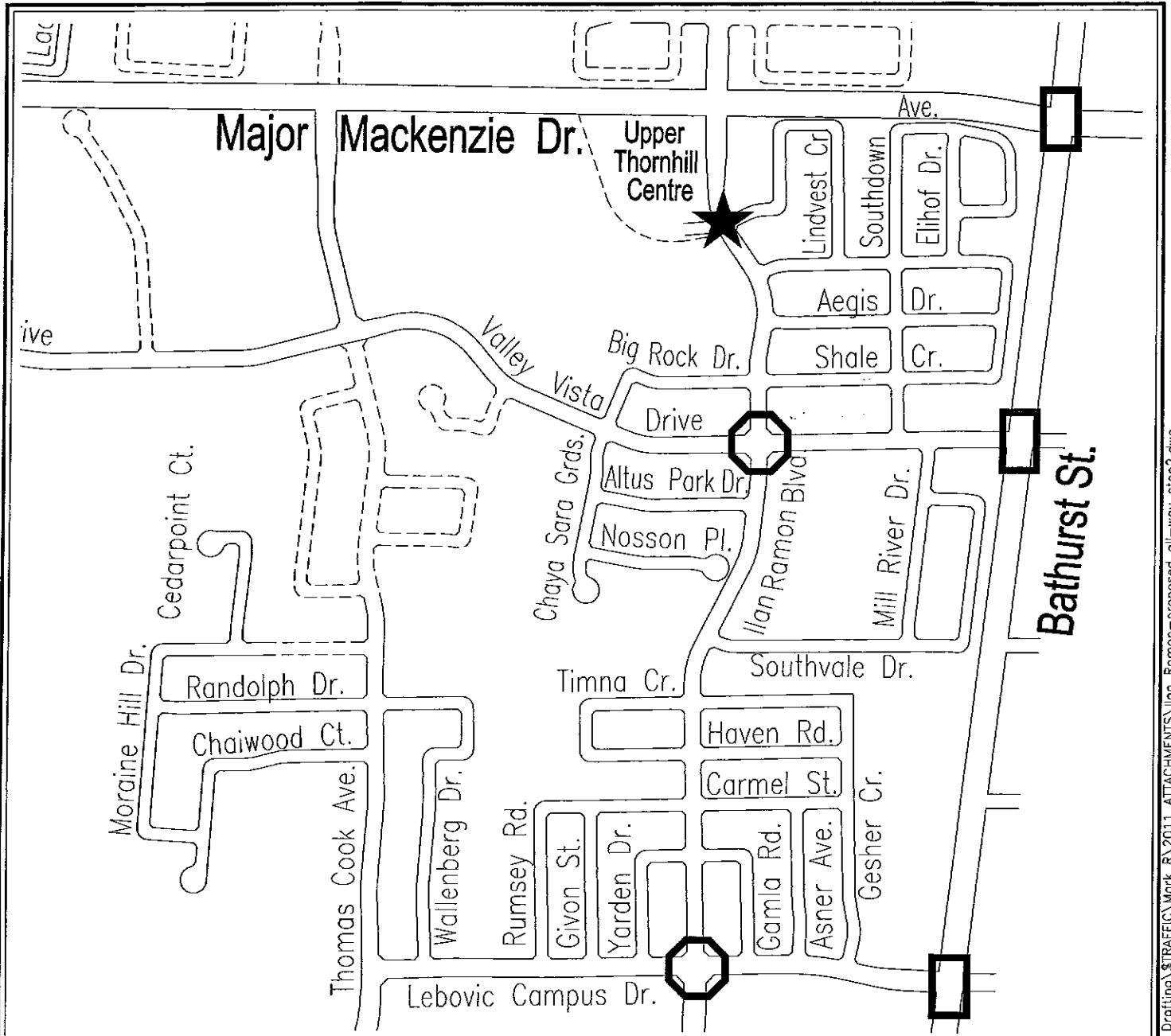
Respectfully submitted,

Paul Jankowski, P. Eng.  
 Commissioner of Engineering and Public Works

Jack Graziosi, P. Eng., M. Eng.  
 Director of Engineering Services




MR:mc

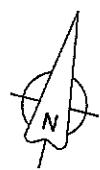
# ATTACHMENT No. 1



## ALL-WAY STOP CONTROL REVIEW ILAN RAMON BOULEVARD AND LINDVEST CRESCENT/ UPPER THORNHILL CENTRE ACCESS

### LEGEND

-  PROPOSED ALL-WAY STOP CONTROL
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE